



MTSC
MICHIGAN TRUCK
SAFETY COMMISSION

Annual Report Fiscal Year **2017**
MICHIGAN TRUCK SAFETY COMMISSION



MICHIGAN TRUCK SAFETY COMMISSION
ANNUAL REPORT FISCAL YEAR 2017
October 1, 2016-September 30, 2017
Pursuant to Public Act 348 of 1988
As of November 15, 2017

Prepared by the
MICHIGAN OFFICE OF HIGHWAY SAFETY PLANNING
P.O. Box 30634
Lansing, Michigan 48909
Michigan.gov/ohsp

MISSION STATEMENT

To improve truck safety by providing Michigan's trucking industry and the citizens of Michigan with effective educational programs and by addressing significant truck safety issues.

2017 MICHIGAN TRUCK SAFETY COMMISSIONERS

The Michigan Truck Safety Commission (MTSC) shall carry out all responsibilities as mandated by Public Act 348, the Michigan Constitution, and by statute. The commission shall promote truck safety through truck driver safety education programs, research and demonstration projects, truck safety enforcement efforts, and other methods it deems appropriate with the state.

The following 11 commissioners serve on the MTSC:

Dr. Daniel Blower, Chair

Representing Michigan's four-year colleges and universities

Mr. Tim Yungfer, Vice Chair

Representing general public

Mr. Fred Bueter

Representing Secretary of State

Ms. Sharon Conklin

Representing private motor carriers

Mr. David Goller

Representing organized labor

Mr. Walter Heinritzi

Representing Michigan Trucking Association

Capt. Mike Krumm

Representing Michigan State Police,
Commercial Vehicle Enforcement Division

Mr. Charles Moser

Representing Michigan Transportation Commission

Mr. Thomas O'Brien

Representing Michigan's community colleges

Mr. Michael Prince

Representing Michigan Office of Highway Safety Planning

Mr. Robert Ramels

Representing general public

TABLE OF CONTENTS

MISSION STATEMENT	i
2017 MICHIGAN TRUCK SAFETY COMMISSIONERS.....	ii
TABLE OF CONTENTS.....	iii
INTRODUCTION	1
STRATEGIC PLAN.....	3
<i>OBJECTIVES</i>	<i>3</i>
<i>EMPHASIS AREAS</i>	<i>3</i>
CRASH PROFILE 2012-2016.....	4
MICHIGAN CENTER FOR TRUCK SAFETY	6
<i>GOALS</i>	<i>6</i>
<i>ADDITIONAL ACTIVITIES.....</i>	<i>7</i>
<i>MEET THE STAFF</i>	<i>7</i>
MICHIGAN CENTER FOR DECISION DRIVING/SKID PAD.....	8
MICHIGAN STATE POLICE COMMERCIAL VEHICLE ENFORCEMENT DIVISION	9
<i>ENFORCEMENT</i>	<i>9</i>
<i>TRUCK SAFETY ENFORCEMENT STATISTICS</i>	<i>9</i>
TRUCK SAFETY FUND	10
<i>STATEMENT OF CHANGES IN FUND BALANCE</i>	<i>10</i>
PUBLIC ACT 348 OF 1988.....	11



33



INTRODUCTION

For more than 25 years, the MTSC has served as a trusted advocate for the state's trucking industry. The MTSC is the only organization in the nation dedicated to commercial motor vehicle (CMV) driver education and training paid for by the trucking industry instead of tax dollars.

Funding for the MTSC is provided by the Truck Safety Fund established by Public Act 348 of 1988. The fund is administered by the Office of Highway Safety Planning (OHSP), a division of the Michigan State Police (MSP). The majority of the fund is used to support truck driver training, CMV enforcement, and research on CMV safety initiatives.

Training is coordinated by the Michigan Center for Truck Safety (MCTS), and commercial motor vehicle enforcement is conducted by the MSP Commercial Motor Vehicle Enforcement Division (CVED).



MICHIGAN TRUCK SAFETY STRATEGIC PLAN

TOTAL GRANT AWARDED \$24,809

Michigan's statewide Strategic Highway Safety Plan (SHSP) is directed by the Governor's Traffic Safety Advisory Commission (GTSAC). The GTSAC consists of the governor (or a designee); the directors (or their designees) of the departments of Education, Health and Human Services, State, State Police, and Transportation; the directors of the OHSP and Office of Services to the Aging; and three local representatives.

In the 2013-2016 SHSP, four broad traffic safety emphasis areas were identified which included at-risk road users, high-risk road users, engineering infrastructure, and system administration. CMV safety was identified under the at-risk road users emphasis area. Since the MTSC was established, the commission agreed to serve as the action team for CMV safety. The 2016-2019 strategic plan, prepared under a grant with Western Michigan University, serves as both the MTSC Strategic Plan and the SHSP CMV Safety Action Plan for the GTSAC action team.

EMPHASIS AREAS

Emphasis areas and strategies were identified. The emphasis areas were derived from an analysis of Michigan crash data and a survey of truck drivers. Also, a focus group meeting with the MTSC commissioners was held to refine the emphasis areas as well as the strategies. Additionally, review of other states' SHSPs and other relevant literature was conducted to identify emphasis areas and strategies relevant for Michigan. The following emphasis areas were identified:

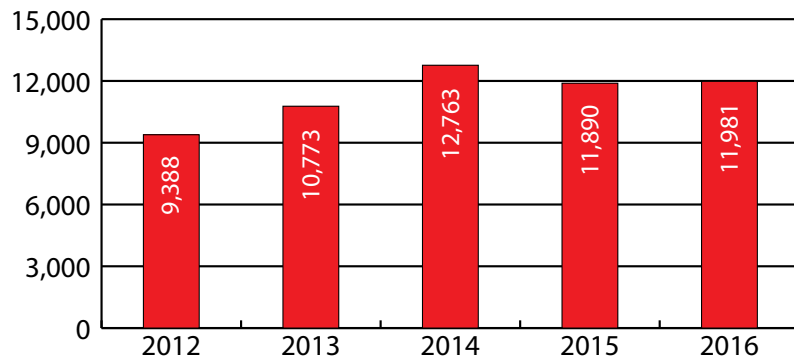
1. CMV driver training and license programs.
2. Vehicle maintenance and inspection.
3. Technology for safety and efficiency.
4. Seat belt use, fatigue, and distracted driving.
5. Driver shortage.
6. CMV driver and general public awareness.
7. Truck safety initiatives and best practices.

OBJECTIVES

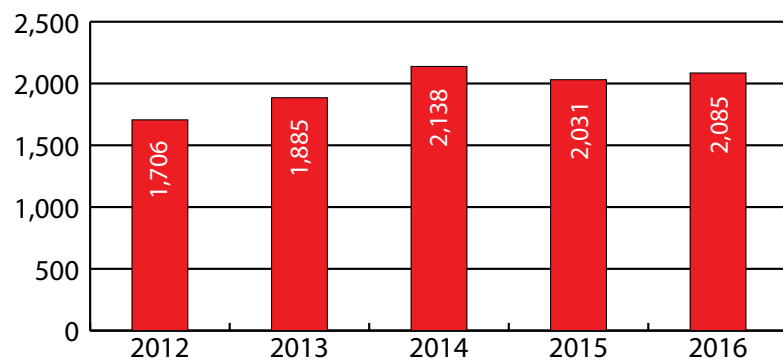
To achieve the mission and the vision of the MTSC, the following objectives were identified:

- Reduce the CMV-related fatality rate (fatalities per 100 million commercial motor vehicle miles travelled) below the national rate.
- Reduce CMV-related crashes through deployment and use of effective truck safety and enforcement technologies.
- Develop safe driving culture among users through education and public awareness programs.
- Improve truck drivers' recruitment and training programs.

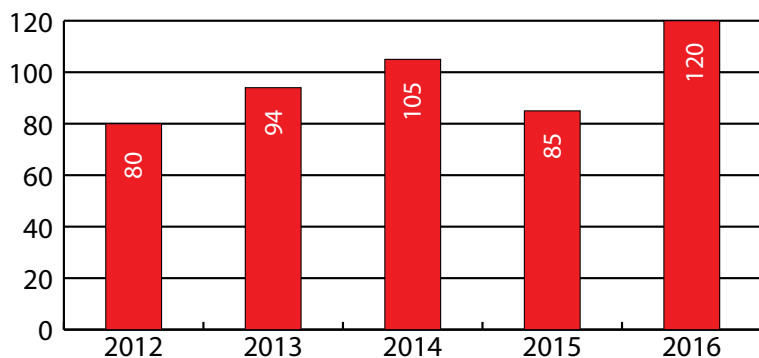
CRASH PROFILE 2012-2016



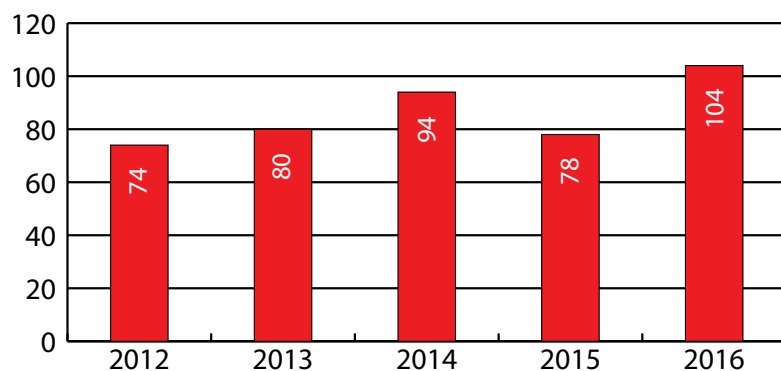
CMV CRASHES



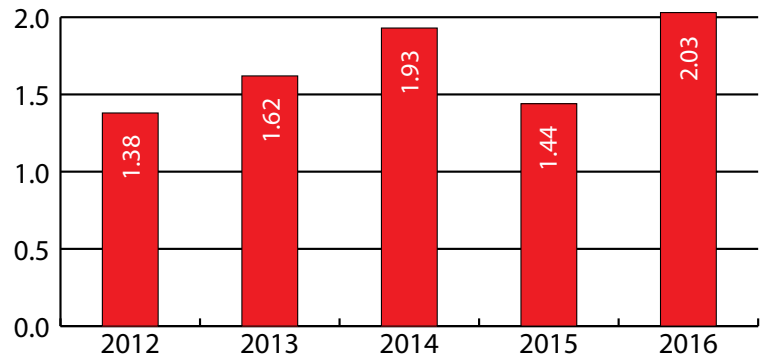
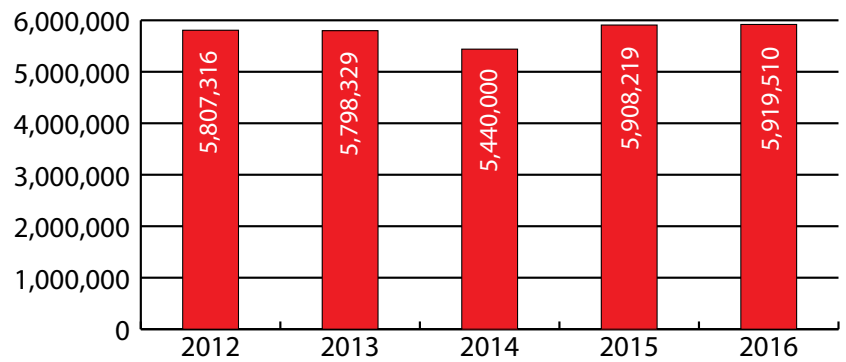
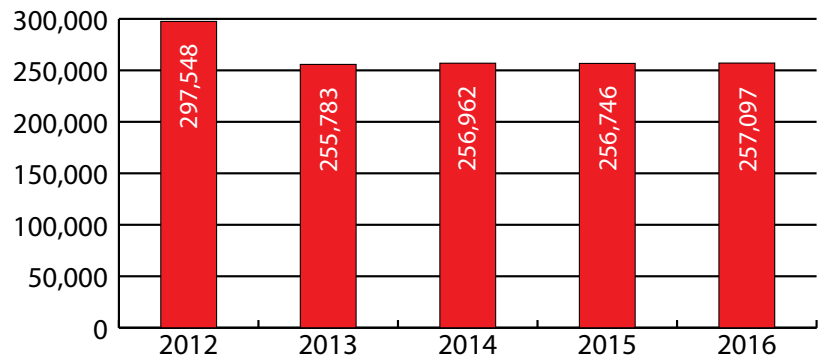
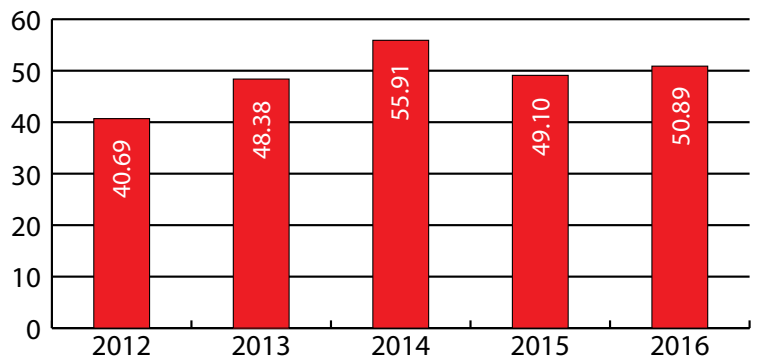
CMV INJURY CRASHES



CMV FATALITIES



CMV FATAL CRASHES

**CMV FATALITIES PER 100
MILLION MILES TRAVELED****CMV MILES TRAVELED (IN
THOUSANDS)****COMMERCIAL DRIVER
LICENSES (CDLs)****CMV INJURIES PER 100
MILLION MILES TRAVELED**



MICHIGAN CENTER FOR TRUCK SAFETY

TOTAL GRANT AWARDED \$1,104,160

The MCTS is responsible for the education programs sponsored by MTSC. It is funded through a grant to the Michigan Trucking Association Education Center, Inc. The MCTS serves as the central source for CMV truck driver training and information programs, with offices in Lansing and Escanaba.

The MCTS staff answers questions and provides information about CMV truck safety, rules and regulations, and education programs through the MCTS website and hotline.

The MCTS staff maintains relationships with the Michigan Department of State (MDOS), the Michigan Department of Transportation (MDOT), the Michigan Driver and Traffic Safety Education Association, the MSP, and the Michigan Trucking Association (MTA) Eastern and Western Safety Councils.

GOALS

Each fiscal year the MCTS submits goals for approval by the MTSC. The Fiscal Year 2017 goals were:

TRUCK DRIVER SIMULATOR TRAINING

- MCTS will provide Mobile Truck Driver Simulator Training (TDS) education and outreach to approximately 500 drivers and 1,200 individuals.
Results: Simulator training was provided to over 600 drivers and demonstrations reached over 1,900 individuals. **Goal achieved**

NEW ENTRANT MANAGEMENT TRAINING

- MCTS will provide education and outreach to 75 companies in the area of records management and document retention as prescribed by regulations.
Results: There were more than 280 people from 83 companies at new entrant/safety audit trainings. **Goal achieved**
- MCTS will provide regulatory compliance education to 75 motor carriers through New Entrant Safety Management training.
Results: New Entrant Safety Management training was provided to over 80 motor carriers with 283 individual attendees. **Goal achieved**

FATIGUE

- MCTS will provide training on driver fatigue through a computer-based online training program to 300 individuals.

Results: Due to programming issues, this online training was not available when anticipated. **Goal not achieved**

SOCIAL MEDIA, WEB

- MCTS will provide other forms of education and outreach through other avenues and will work toward increasing Facebook likes by 40 percent and Twitter account followers by 50 percent and also increase the number of hits to the website truckingsafety.org.

Results: Facebook likes increased from 159 to 207.

Goal not achieved

Twitter followers increased from 28 to 42. **Goal achieved**

EDUCATION AND OUTREACH

- MCTS will provide additional education and outreach through telephone technical assistance surpassing the numbers achieved in 2015/16. This past fiscal year the center had approximately 7,000 phone calls (both incoming and outgoing).
Results: The MCTS has handled more than 8,000 calls through the hotline. **Goal achieved**

DRIVER PERFORMANCE MEASUREMENT (DPM)

- MCTS will provide Driver Performance Measurement (DPM) evaluations of drivers' behaviors to 100 drivers.
Results: DPM training was provided to 42 individuals. **Goal not achieved**

NATIONAL SAFETY COUNCIL DEFENSIVE DRIVING FOR PROFESSIONAL TRUCK DRIVERS

- MCTS will provide 300 CMV drivers PTD-DDC training established through the National Safety Council (NSC).
Results: PTD-DDC was provided to over 450 individuals. **Goal achieved**

SEMINARS

- MCTS will provide 2,000 individuals education and outreach in various aspects of commercial truck driving rules, regulations, and laws designed to keep CMVs and drivers operating safely on the roadways of the State of Michigan.
Results: Education/outreach seminars were provided to over 2,200 individuals. **Goal achieved**

ADDITIONAL ACTIVITIES

The MCTS has handled more than 8,000 calls through the hotline. Approximately 22,000 copies of the 17th Edition Truck Drivers Guidebooks have been distributed. The 17th Edition Truck Drivers Guidebook (TDGB) is a resource guide of the industry. Items included in the TDGB include Federal Motor Carrier Safety Regulations, the Michigan's Motor Carrier Safety Regulations, and the Michigan Motor Vehicle Code.

TRAINING

The MCTS offers training for CMV drivers and trucking company safety managers. There are several training programs available: commercial driver's license requirements and restrictions, defensive and distractive driving, cargo securement, hours-of-service, safety management/record keeping, and various other programs as requested by companies.

The MCTS also provides new information regarding federal regulations updates, size and weight issues, border crossing, and how legislation affects trucking companies. There are items on the MCTS website which are no longer in print such as the Motor Carrier's Guide to Improving Highway Safety and the Border Crossing Guide. These guides can be downloaded and printed.

MOBILE TRUCK SIMULATORS

The MCTS has two truck driving simulators contained in a 42-foot trailer. This allows the simulators to travel to trucking companies and train CMV drivers onsite. It helps trucking companies maintain work schedules while allowing the CMV drivers to obtain training. The simulators are also used at events where the general public can see the difficulties involved in driving a CMV.

Mobile truck simulators participated in outreach events this year including the Michigan Safety Conference in Novi, the Michigan Traffic Safety Summit in East Lansing, the Michigan Driver & Traffic Safety Education Association conference in Mt. Pleasant, the MSP 100th Anniversary Event, and the Upper Peninsula State Fair.

MATERIALS

The MCTS offers printed materials and DVDs, available by mail or through the website. The most requested publication is the Truck Driver's Guidebook. Individuals are directed to the MCTS website to find information no longer available in print form.

MEET THE STAFF

Michelle Zemla, Interim Project Director/Office Manager

As interim project director, Michelle oversees all aspects of the MCTS. Michelle has over 15 years of knowledge and experience with nonprofit organizations and office administration.

Chuck Simmons, Safety Specialist

Chuck is an experienced employee in the trucking industry. He has knowledge and experience as a CMV driver and safety manager. He also has a background in information technology.

Jon Crippen, Safety Specialist

Jon has a long history in the trucking industry. He has knowledge and experience as a CMV driver and safety manager.

William Massey, Safety Specialist

William retired from the MSP CVED in 2015. He has extensive experience conducting new entrant safety management training.

Daniel Litzner, Safety Specialist, Upper Peninsula Region

Daniel retired from the MSP CVED in 2014 with an extensive background as an instructor for the Commercial Vehicle Safety Alliance (CVSA) inspection program and trucking industry in the Upper Peninsula.

Charlie Culton, Part-Time Safety Specialist, Office Assistant

Charlie retired from the MSP CVED in 2002 as an inspector and assistant division commander. His vast knowledge of the trucking industry helps when answering questions communicated to the MCTS hotline.

MICHIGAN CENTER FOR DECISION DRIVING (MCDD)/SKID PAD PROJECT

**MICHIGAN DEPARTMENT OF
MANAGEMENT AND BUDGET
TOTAL AMOUNT AWARDED: \$100,000**

The Michigan Department of Technology, Management and Budget began steps to identify possible state-owned property near the State of Michigan Secondary complex in Dimondale that could be used for the future construction of a new skid pad training facility. Commissioners approved funding to allow the state to evaluate possible sites and provide a recommendation for an optimal site and plan that details any environmental concerns. Preliminary work on this project took place during the fiscal year but a final report has not yet been completed.

The former site of the MCDD was on private property and is no longer available for use. The MCDD provides specialized training for truck drivers to improve their skills, with a special emphasis on skid control, in order to reduce commercial vehicle crashes, fatalities, and injuries.



MICHIGAN STATE POLICE COMMERCIAL VEHICLE ENFORCEMENT DIVISION



TOTAL GRANT AWARDED: \$1,755,681

The MSP CVED is responsible for enforcing the state laws governing CMVs and their drivers. This includes, but is not limited to: equipment standards, size and weight restrictions, driver qualifications, transportation of hazardous materials, criminal interdiction, licensing of intrastate for-hire carriers, and administration of the Unified Carrier Registration Agreement. Motor carrier officers also conduct high-visibility traffic enforcement, address homeland security issues, and focus on infrastructure protection through CMV enforcement activities.



To enhance CMV safety and commercial motor vehicle enforcement efforts, MSP CVED used grant funds to partially fund the hiring and training of 13 new Motor Carrier Officers in FY2017.

ENFORCEMENT

Using Data-Driven Approaches to Crime and Traffic Safety, CVED deploys Special Transportation Enforcement Teams (STET) to patrol in areas at a higher risk for CMV crashes. STETs are highly mobile enforcement operations allowing motor carrier officers to address driver and vehicle violations in high-risk areas. Using the STET concept, motor carrier officers focus on driver-related factors, such as driving too fast, improper lane usage, failure to yield, impaired driving, following too closely, careless, and distracted driving.

In FY2017, grant funding was awarded for the following patrols:

- 13,000 regular STET hours
- 750 overtime patrol hours in support of the Drive to Zero/Drive to Save Lives crashes using available crash data to assist in assigning specifically targeted patrols with a focus on semi tractor-trailer combinations.

TRUCK SAFETY ENFORCEMENT STATISTICS

Enforcement Statistics as of FY2017

STET ACTIVITY	FY2016 TOTALS	FY2017 TOTALS
Total Vehicle Stops	12,525	10,870
Safety Inspections	7,926	6,718
Total Citations	7,813	6,398
Speeding	2,464	1,282
Seat Belt	973	1,041
Driver's License	266	257
Illegal Parking	98	179
Equipment	388	408

TRUCK SAFETY FUND

STATEMENT OF CHANGES IN FUND BALANCE FOR THE PERIOD ENDING SEPTEMBER 30, 2017

	FY2016	FY2017
REVENUES		
Truck Registration Fees	\$2,153,741	\$2,153,631
Variable Interstate Fees/Uniform Carrier Registration (UCR) Fees	\$1,090,731	\$750,000
Total	\$3,244,472	\$2,903,631
EXPENDITURES		
Administration	\$74,497	\$59,183
Education Programs	\$858,422	\$724,069
Excess Motor Carrier Fee Revenue for Enforcement	\$776,605	\$-
MCDD Site Planning Project	\$-	\$8,750
Enforcement	\$1,761,865	\$1,537,088
Research/Other	\$121,288	\$24,727
Total	\$3,592,677	\$2,353,817
EXCESS OF REVENUES OVER EXPENDITURES	(\$348,205)	\$549,814
BEGINNING FUND BALANCE	\$3,149,654	\$2,801,449
ENDING FUND BALANCE		
Total Carry-Forward	\$2,801,449	\$3,351,263
Excess Motor Carrier Fee Revenue	\$-	\$-
2017 Payable Write-Off	\$-	\$1,260
Total Ending Fund Balance	\$2,801,449	\$3,352,523

The Truck Safety Fund is recorded using the modified accrual basis of accounting. Fund revenues are recorded when they are collected. Fund expenditures are recorded in the year expended.

While the fiscal year ends on September 30, the State of Michigan financial reports are not closed until later in the year. Any necessary adjustments in the Truck Safety Fund revenues or expenditures will be reflected in the annual report for the following fiscal year.

FUNDING SOURCES

- \$15 of the registration fee collected by the MDOS on most large trucks, per Public Act 346 of 1988, Section 257.801 of the Michigan Compiled Laws.
- UCR fees collected by the Michigan Department of Licensing and Regulatory Affairs, per Public Act 347 of 1988, Section 478.7 of the Michigan Compiled Laws.

PUBLIC ACT 348 OF 1988

Establishment of the Truck Safety Fund and Michigan Truck Safety Commission

Section 247.675 of the Michigan Compiled Laws
Sec. 25.

- (1) The truck safety fund is established and shall be maintained in the State Treasury. The truck safety fund shall be administered by the Office of Highway Safety Planning within the Department of State Police.
- (2) The Michigan Truck Safety Commission is established in the Office of Highway Safety Planning within the Department of State Police. The commission shall control the expenditures of the truck safety fund. The commission shall consist of the following members:
 - (a) A member of the State Transportation Commission, or his or her authorized representative who is a member of the State Transportation Commission.
 - (b) The director of the Office of Highway Safety Planning, within the Department of State Police.
 - (c) The Secretary of State.
 - (d) The commanding officer of the Motor Carrier Division within the Department of State Police.
 - (e) Seven individuals appointed by the governor with the advice and consent of the Senate as follows:
 - (i) One individual representing Michigan community colleges.
 - (ii) One individual representing 4-year colleges or universities.
 - (iii) One individual representing the Michigan Trucking Association.
 - (iv) One individual representing private motor carriers.
 - (v) One individual representing organized labor.
 - (vi) Two individuals representing the general public.
- (3) The appointed members of the Michigan Truck Safety Commission shall be appointed for 2-year terms. The chairperson of the Michigan Truck Safety Commission shall be elected by a majority of the members serving on the Michigan Truck Safety Commission. A vacancy shall be filled for the balance of the unexpired term in the same manner as the original appointment. The business which the Michigan Truck Safety Commission shall perform shall be conducted at a quarterly meeting held in compliance with the open meetings act, Act No. 267 of the Public Acts of 1976, being sections 15.261 to 15.275 of the Michigan Compiled Laws. Public notice of the meeting shall be given in the manner required under Act No. 267 of 1976. A majority of the commission members serving shall be required to constitute a quorum.
- (4) The truck safety fund shall be expended in the following order of priority and in the following manner:
 - (a) Not more than 5 percent but not more than \$100,000.00 of the money deposited in the truck safety fund shall be expended for the fund's administrative expenses. The Office of Highway Safety Planning may employ not more than 2 persons to assist in the administration of the fund.
 - (b) Not less than 30 percent, but not less than \$1,000,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the following purposes:
 - (i) Establishing truck driver safety education programs.
 - (ii) Encouraging, coordinating, and administering grants for research and demonstration projects to develop the application of new ideas and concepts in truck driver safety education as applied to state, as opposed to nationwide, problems.
 - (iii) Applying for, receiving, and accepting any grant, gift, contribution, loan, or other assistance in the form of money, property, labor, and any other form from a public or private source for the enhancement of truck driver safety education, including matching funds and other assistance from an agency or instrumentality of the United States and doing each thing as is necessary to apply for, receive, and administer that assistance in accordance with the laws of this state.
 - (c) Not less than \$750,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the establishment of special transportation enforcement team operations within the Motor Carrier Division of

- the Department of State Police and any expenses incurred by the Special Transportation Enforcement Team including, but not limited to, required equipment. The Motor Carrier Division of the Department of State Police shall submit an annual report of the activities of the Special Transportation Enforcement Team operations and expenditures of the fund for those operations provided by this subdivision.
- (d) The balance of the money deposited in the truck safety fund, if any, shall be expended for the following purposes:
- (i) Investigating, performing data collection and analysis, and making recommendations on truck accidents within this state.
 - (ii) Investigating and making recommendations on the truck safety enforcement procedures of local law enforcement agencies.
 - (iii) Performing other functions considered necessary by the Michigan Truck Safety Commission for the enhancement of truck and truck driver safety within this state.
- (5) The commission shall make an annual report to the chairpersons of the House Transportation and Senate Transportation and Tourism committees on the status of the fund. The report shall be submitted within 45 days after the end of the fiscal year and shall include the year and balance of the fund and the disbursements made from the fund during the previous fiscal year.

